SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

TIME TABLE

3

FOR THE

PORTLAND DIVISION

MARSHFIELD SUBDIVISION

To Take Effect Sunday, August 6, 1916, at 12.01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT, *Vice President and General Manager.*	J. H. DYER, *Assistant General Manager.*	G. F. RICHARDSON, *Superintendent of Transportation.*

MARSHFIELD SUBDIVISION

Eastward **Westward**

Length of sidings in cars and location of scales, water, fuel and turning stations	FIRST CLASS		Distance from Marshfield	Time Table No. 3 August 6, 1916		Station Initials and Numbers	FIRST CLASS	
	2	4					1	3
	Passenger	Mixed					Passenger	Mixed
	Leave Daily	Leave Daily			**STATIONS**	CO	Arrive Daily	Arrive Daily
WFTP	3.00PM	8.00AM	0.0	DR	**MARSHFIELD**	769.0	s 10.00AM	s 4.55PM
					1.0			
			1.0	R	MILL SPUR	770.0		
					0.6			
21 P	3.05	8.05	1.6		McCORMAC'S	771.0	9.55	4.46
					6.4			
	f 3.23	f 8.30	8.0		HENRYVILLE	777.0	f 9.37	f 4.23
					1.6 (S.P.L. Co. Csg.)			
38 P	f 3.28	f 8.36	9.6		OVERLAND	778.5	f 9.30	f 4.15
					2.3			
WP	s 3.34	s 8.45	11.9	R	BEAVER HILL JCT.	781.0	s 9.23	s 4.05
					1.6			
FYP			13.5	DR	**BEAVER HILL**	782.0		
					3.7			
31			15.6		CEDAR POINT	784.5		
					0.5			
24 YP	**3.47**	**9.00**	16.1		CUNNINGHAM	785.0	**9.00**	**3.47**
					0.8			
11 WP	s 4.00	s 9.10	16.9	D	COQUILLE	786.0	s 8.55	s 3.44
					1.8			
			18.7		A. B. CROSSING	790.0		
					1.0			
W	f 4.09	f 9.20	19.7		JOHNSON'S (No Siding)	789.0	f 8.41	f 3.22
					2.0			
7 P	4.15	9.28	21.7		ROCK QUARRY	790.6	8.36	3.17
					1.2			
	f 4.20	f 9.33	22.9		NORWAY (No Siding)	791.8	f 8.32	f 3.12
					2.9			
26 TP	s 4.30	s 9.50	25.8	D	MYRTLE POINT	795.0	s 8.26	s 3.02
					5.0			
	f 4.45	f 10.05	30.8		BROADBENT (Spur)	800.0	f 8.13	f 2.42
					2.4			
60 P	f 4.53	f 10.15	33.2		WARNER	802.0	f 8.05	f 2.32
					1.2			
			34.4		EMMONS (Spur)	803.7		
					4.3			
60 P	f 5.13	f 10.35	38.7		GAYLORD	808.0	f 7.45	f 2.12
					2.7			
25 WP	f 5.26	f 10.50	41.4		BAKER	810.0	f 7.35	f 2.00
					3.1			
WT	s 5.40PM	s 11.05AM	44.5	DR	**POWERS**	813.0	7.25AM	1.50PM
	Arrive Daily	Arrive Daily			44.5		Leave Daily	Leave Daily
	(2.40)	(3.05)			Time Over District		(2.35)	(3.05)
	18.00	14.20			Average Speed Per Hour		17.50	14.73

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Nos. 1, 2, 3 and 4 will stop on flag at Millington to receive and discharge passengers for Coquille and beyond. Nos. 1, 2, 3 and 4 will stop on flag at Coaledo, M. P. 779.5.

SPECIAL RULES

"SAFETY FIRST"

STANDARD CLOCKS

Marshfield Dispatcher's Office — Powers

WATCH INSPECTORS

Webb C. Ball, General Time Inspector......................San Francisco, Calif.
H. S. Tower, Local Watch Inspector.............................Marshfield, Ore.

REGISTER STATIONS

Marshfield
Beaver Hill
Beaver Hill Junction
Mill Spur
Powers

BULLETIN STATIONS

Marshfield — Powers

CLEARANCE CARDS

In issuing clearance cards operators will first fill out clearance designating thereon numbers of orders, repeat to dispatcher train and order numbers as they appear on clearance, and obtain O. K. with time and Superintendent's initials, writing same before delivery in blank space following "signal is out for."

Operator will retain carbon copy of all clearances.

Dispatcher must write train and order numbers in his train order book as transmitted by operator from clearance card and must designate time clearance was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance is addressed.

Conductors and engineers must not accept clearance cards without order numbers thereon unless properly O. K.'d as above.

Rule 83-A will not apply at initial stations which are not telegraph stations nor at telegraph stations when there is no operator on duty.

AIR BRAKE TESTS AND INSPECTION

Air brakes must be tested whenever the train line is broken as per Air Brake Rule 17. It is permissible to call for the plug with one long blast of the whistle.

LOCATION OF OVERHEAD AND SIDE OBSTRUCTIONS

Mile Post	Between	Description
.01	Marshfield-Mill Spur	Coalbank Slough Bridge
24.7	Norway-Myrtle Point	Coquille River Bridge—25 B
27.3	Myrtle Point-Broadbent	Coquille River Bridge—1.
28.7	Myrtle Point-Broadbent	Coquille River Bridge—2
31.2	Broadbent-Warner	Coquille River Bridge—6
32.3	Broadbent-Warner	Coquille River Bridge—7
33.4	Warner-Rowland	Coquille River Bridge—8
39.3	Rowland-Baker	Rowland Creek Bridge—9
39.8	Rowland-Baker	Tunnel No. 1
42.7	Baker-Powers	Coquille River Bridge—12

SPEED RESTRICTIONS

With the exceptions noted, trains must not exceed the speed in miles per hour as shown below:

	Passenger	Mixed	Log.
Marshfield-Powers	30	20	10
Beaver Hill Jct.-Beaver Hill	15	12	6

Maximum speed of any train at any point must not exceed 30 miles per hour and no train shall exceed speed of 25 miles per hour around curves of 7 to 10 degrees, and 20 miles per hour on curves of 10 degrees or over.

Trains handling logs not chained must not exceed 6 miles per hour over truss bridges, around sharp curves and passing through stations.

Trains must be under control when descending grades, approaching bluffs or other points where slides are liable to occur.

Engines running backwards must not exceed 15 miles per hour.

Trains will reduce speed to 8 miles per hour over Coalbank Slough bridge and bridge 25-B, Baker Creek bridge No. 10; 10 miles per hour over Coquille River bridges 1, 2, 6, 7, 8, 9, 12 and through Tunnel No. 1.

Speed of motor cars backing up shall not exceed 10 miles per hour through yards and over highway crossings.

The following speed table is for information of engineers and must not be considered in any way to authorize exceeding speed limits specified above.

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

YARDS

Marshfield to Mile Post 2.
Beaver Hill Junction
Summit
Coquille
Myrtle Point
Baker
Powers

Rules 93 and D-93 are revised as follows: "Within Yard Limits the Main Track may be used protecting against first class trains. All trains must approach yard limits and pass through yards under control."

To eliminate any misunderstanding with respect to the privilege conferred by Rule 93, at stations where yard limit boards are maintained and the view is in any manner obstructed, trains must not be backed out of siding or adverse movements made without providing the same protection required at points where yard limit boards are not maintained. Absolutely no chances should be taken

RAILROAD CROSSINGS

Trains and engines on main track, before passing over the main track crossing at grade of another railroad, must stop within 100 feet thereof, sound one long blast of the whistle, ring the bell, and not proceed until it is observed that it is safe to do so.

MISCELLANEOUS

All trains consisting of more than 15 cars will cut off engine to take water.

In case of accident, six long blasts of the whistle will call bridgemen and trackmen.

When trains double hill at Summit, cars must be left on siding; train line must be fully charged, derail switch set and cars well blocked.

Trainmen will observe section house at Summit and Johnson's, if red flag is displayed they will stop and ascertain cause.

G. C. Morris, Trainmaster....................................Portland, Ore
A. L. Downs, Acting Trainmaster...............................Portland, Ore.
F. Hanssen, Trainmaster.......................................Roseburg, Ore.

Dr. F. K. Ainsworth, Chief Surgeon and Manager.....San Francisco, Cal.
Dr. Geo. F. Wilson, Division Surgeon........................Portland, Ore.
Dr. E. Mingus, Surgeon...Marshfield, Ore.
Dr. W. Culin, Assistant Surgeon...............................Coquille, Ore.

A. A. McMasters, Train Dispatcher.........................Marshfield, Ore.
R. Fromm, Train Dispatcher..................................Marshfield, Ore.

S. T. Jones, Chief Train Dispatcher........................Marshfield, Ore.

C. W. Martyn, Assistant Superintendent....................Portland, Ore.

F. L. Burckhalter, Superintendent...........................Portland, Ore.